

THE BOTTOM OF PAGE FOR SPECIAL CONTROLS, IF ANY

# INFORMATION REPORT

PREPARED AND DISSEMINATED BY

CENTRAL INTELLIGENCE AGENCY

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COUNTRY

USSR

SUBJECT

Road Data: Bolechow, Skole, Chodorow, Stryj & Vicinity

DATE DISTRIBUTED

25X1

NO. OF PAGES

1

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SUPPLEMENT TO REPORT

THIS IS UNEVALUATED INFORMATION

1. A loose-surfaced, graded, all-weather road (No 903 on legend) ran from Bolechow (Bolekhov) northward to Stryj and from Stryj eastward to Zurewmo. This same type of a loose-surfaced, graded, all-weather road (No 903 on legend) ran from Stryj southwest toward Lwocznia via Skole.
2. The above roads were called Gzar's roads (tsarskaya doroga). All were over eight meters wide. Although the roads were unpaved they were constructed for heavy usage and could bear both light and heavy traffic. The sub-base of the roads consisted of sand-clay mixed with gravel. The top layer consisted of crushed stones (shuter) surfaced with sand. Old-fashioned wood burning rollers were used in compacting the roads. The roads were crowned for easy drainage and shallow drainage ditches ran along both sides of the road.
3. The all-weather roads were checked and periodically maintained by assigned repair crews (dorezhniki). In winter, shovels were used in clearing the roads of snow. Gravel and stones for the roads were brought in from the Carpathian mountains.
4. A number of loose-surfaced, all-weather, graded roads (No 903 on legend) ran from Bolechow northeast to Chodorow via Zurewmo and Zurewmo and from Stryj southwest to Bolechow and also from Stryj southeast to Wierchala and on to Wagnilow and Balow (Balach).
5. These all-weather roads were approximately five meters wide. They were unpaved but were also capable of sustaining both light and heavy traffic. The sub-base of the roads was sand-clay mixed with gravel. The top layer consisted of crushed stones surfaced with sand. Drainage ditches ran along both sides of the road and the roads were crowned for easy drainage.
6. The roads were periodically inspected and maintained by assigned work crews. The terrain through which these roads ran was hilly. The stones, sand, and gravel for the roads was brought in from the Carpathian mountains.

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CLASSIFICATION

STATE

ARMY

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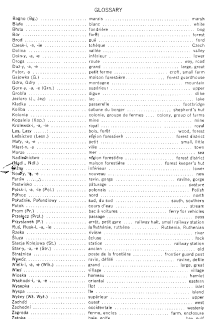
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\* LEGEND \*

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|---|----------------------|
| Hard surface, all-weather road, two lanes wide, 6 - 8 meters    | <u>924</u>           |
| Hard surface, all-weather road, one lane wide, 3 - 5 meters     | <u>931</u>           |
| * Loose surface, all-weather road, two lanes wide, 5 - 8 meters | <u>903</u>           |
| Loose surface, all-weather road, one lane wide, 3 - 5 meters    | <u>907</u>           |
| Loose surface, dry-weather or dirt roads                        | principal <u>935</u> |
|   | other - - - -        |
- Cart tracks (more than 1.5 and less than 2.5 meters) 944
- Trails (less than 1.5 meters)
- Dual highways (Superhighways)
- \* Note: Label those roads exactly 8 meters or wider